



# EXHIBIT A

The IPS Committee recommended approval of the PC recs, with the following modification:

Notes:

The sections included are only those portions of the Planning Commission's recommended code with further modifications recommended by the IPS Committee. The Planning Commission's recommendations (which establish this code section) are shown as underlined. The IPS Committee's recommended changes are **highlighted** and shown as underlined for new text and ~~strikethrough~~ for text that has been deleted.

### **13.06.585 Airport Compatibility Overlay District**

A. Purpose: The purpose and intent of the Airport Compatibility Overlay District is to increase safety within the Joint Base Lewis McChord (JBLM) Accident Potential Zone II (APZ II), specifically as follows.

1. Prevent development conditions that could interfere with aircraft operations or increase the likelihood of an accident.

2. Reduce risk to life and property in the incidence of a crash, through the following strategies.

~~a. Prevent increases in densities and congregations of people which are incompatible with the APZ II designation, including the specific density threshold goal of 50 persons per acre maximum.~~

Limit increases in densities and congregations of people which are incompatible with the APZ II designation, which includes the density threshold goal of 50 people per acre maximum and strict limitation on any expansion of occupancy capacity of public assembly including but not limited to: assembly facilities, schools, religious assembly, theaters, carnivals, cultural institutions.

b. Prevent development that presents a higher risk in the incidence of a crash due to explosive or flammable characteristics.



# EXHIBIT A: Planning Commission Recommendations

City of Tacoma  
Planning Commission

Stephen Wambach, Chair  
Anna Petersen, Vice-Chair  
Carolyn Edmonds  
Ryan Givens  
David Home  
Jeff McInnis  
Brett Santhuff  
Andrew Strobel  
Dorian Waller

January 16, 2019

The Honorable Mayor and City Council  
City of Tacoma  
747 Market Street, Suite 1200  
Tacoma, WA 98402

RE: JBLM Airport Compatibility Overlay District (ACOD)

Honorable Mayor and Members of the City Council,

On behalf of the Tacoma Planning Commission, I am pleased to forward our recommendation for the establishment of an Airport Compatibility Overlay District corresponding with the Joint Base Lewis McChord (JBLM) Accident Potential Zone (APZ) II in South Tacoma. The proposal would enact a new zoning overlay district, along with associated changes to related sections of the Tacoma Municipal Code that will promote long-term compatibility between the base and the area of South Tacoma most affected by the base's flight operations. The primary affect is that development of land uses most likely result in large gatherings of people will be limited in the future, while residential and small-scale commercial and industrial development could continue under the area's established zoning.

JBLM is important to the City of Tacoma and the region, and the Planning Commission is pleased to take steps that will support the base's ongoing mission. The City of Tacoma has been a partner to the JLUS since 1992, and there is strong support from the Growth Management Act and Tacoma's Comprehensive Plan for taking steps to maintain compatibility between JBLM and the development patterns of neighboring communities. In 2015, the JBLM JLUS was updated, initiating a round of policy development and community engagement which has culminated with these proposals. The proposed Overlay District implements a primary recommendation of the JBLM Joint Land Use Study (JLUS) and the U.S. Air Force's Air Installations Compatible Use Zones (AICUZ) Program.

The Commission is also very cognizant of the needs of the South Tacoma neighborhood which lies within JBLM's APZ II designation. This long-established, mature neighborhood is home to many people, businesses and institutions. Given the proximity of the base, there is no action the City could take which would address the risk of aircraft operations without some limitation of future development potential in the neighborhood. The Commission took great care to consider the neighborhood's long-term interests both in terms of safety and of the impacts of new regulations.

The Commission encouraged staff to go above and beyond with outreach for this proposal, including an area-wide mailing, signs, web and media outreach, engagement with JLUS partners, and focused outreach to land uses potentially most affected. The City also held a neighborhood meeting in advance of the Public Hearing so that all interested stakeholders could find out about the proposal and provide their input. As part of those conversations, community members expressed concerns about possible impacts to property value and quality of life, as well as recognition of the need to take some action.

Mayor and City Council  
January 16th, 2019  
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In consideration of the important issues and trade-offs, and with substantial stakeholder input, the Commission developed what we feel is a well-balanced approach that will promote safety, support JBLM's mission, and allow residents, businesses and institutions flexible use of their property and access to important neighborhood amenities.

Sincerely,



STEPHEN WAMBACK, Chair  
Tacoma Planning Commission

Enclosure



# Planning Commission Code Recommendations

## JBLM Airport Compatibility Overlay District

### PROPOSED CODE CHANGES

Notes:

These amendments show all of the changes to existing Land Use regulations. The sections included are only those portions of the code that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

CHANGES ARE PROPOSED TO THE FOLLOWING CHAPTERS AND SECTIONS:

#### **Chapter 13.06 Zoning**

**13.06.100 Residential Districts.**

**13.06.200 Commercial Districts.**

**13.06.400 Industrial Districts.**

**13.06.535 Special needs housing.**

**13.06.545 Wireless communication facilities.**

THE FOLLOWING NEW SECTION IS PROPOSED TO BE ENACTED:

**13.06.585 JBLM Airport Compatibility Overlay District**

### 13.06.100 Residential Districts.

The 100 series will contain regulations for all residential classifications, including the following:

R-1	Single-Family Dwelling District
R-2	Single-Family Dwelling District
R-2SRD	Residential Special Review District
HMR-SRD	Historic Mixed Residential Special Review District
R-3	Two-Family Dwelling District
R-4	Multiple-Family Dwelling District
R-4-L	Low-Density Multiple-Family Dwelling District
R-5	Multiple-Family Dwelling District
PRD	Planned Residential Development District (see Section 13.06.140)

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#### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.100. All portions of 13.06.100 and applicable portions of 13.06.500 apply to all new development of any land use variety, including additions, and remodels, in all districts in Section 13.06.100, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.100.A through Section 13.06.100.C are not eligible for variances. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply. For individually designated properties listed on the Tacoma Register of Historic Places, and for contributing buildings within Historic Special Review Districts, where there is a conflict between the regulations of this chapter and historic guidelines and standards, the historic guidelines and standards shall prevail pursuant to TMC 13.05.046.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

[a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.](#)

4. Use table abbreviations.

P = Permitted use in this district.
TU = Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
CU = Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
N = Prohibited use in this district.

5. District use table. (see next page for table)

Uses <sup>3</sup>	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5	Additional Regulations <sup>1,3</sup>
Accessory uses and buildings	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.100.F
Adult family home	P	P	P	P	P	P	P	P	Subject to additional requirements contained in Section 13.06.535
***									
Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	N	N	N	N	
<p>Footnotes:</p> <p><sup>1</sup> For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.</p> <p><sup>2</sup> Certain land uses, including two-family, townhouse, cottage housing, and Detached Accessory Dwelling Units in certain districts, are subject to the provisions of the Residential Infill Pilot Program. See Section 13.05.115.</p> <p><sup>3</sup> <u>Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</u></p>									

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D. Lot size and building envelope standards.

	R-1	R-2	R-2SRD	HMR-SRD	R-3	R-4-L	R-4	R-5
<b>1. Minimum Lot Area (in square feet, unless otherwise noted)</b>								
Single-family detached dwellings – Standard Lots	7,500	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Single-family detached dwellings – Small Lots (Level 1)	6,750	4,500	4,500	4,500	2,500	2,500	2,500	2,500
Two-family dwellings		6,000	6,000	6,000	6,000	4,250	3,750	3,500
Three-family dwellings			9,000	9,000	9,000	5,500	5,000	4,500
Multiple-family dwellings					9,000	6,000 sq. ft. plus 1,500 sq. ft. for each unit in excess of four	6,000	6,000
Townhouse dwellings		3,000	3,000	3,000	3,000	1,500	1,000	1,000
Mobile home/trailer court						3.5 acres, provided at least 3,500 sq. ft. is provided for each mobile home		
Pre-existing lots	A lot which was a single unified parcel of land as indicated by the records of the Pierce County Auditor as of May 18, 1953 or a lot which was configured legally to conform to the applicable requirements but which became nonconforming as a result of subsequent changes to this chapter or other official action by the City, and which has been maintained in that configuration since, having an average width, frontage, or area that is smaller than the applicable minimum requirements may be occupied by a single-family dwelling; provided all other applicable requirements are complied with, including required setbacks, yards and design standards (see Sections 13.06.145 and 13.06.630).							
Single-family Small Lots – Exceptions to Standard Minimum Lot Area Requirements	Reductions to minimum detached single-family dwelling lot area requirements, as shown above, may be allowed pursuant to Section 13.06.145. Lots smaller than the Minimum Lot Area for Standard Lots must meet the applicable Design Standards of Section 13.06.145. Single-family Small lot development must be oriented such that the lot frontage and the front façade of the house face the street. Small lot exceptions are not applicable to pipestem lots.							

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## 13.06.200 Commercial Districts.

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### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.200. All portions of Section 13.06.200 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels, in all districts in Section 13.06.200, unless explicit exceptions or modifications are noted. The requirements of Section 13.06.200.A through Section 13.06.200.C are not eligible for variance. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed. Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E. Certain street level use restrictions may apply; see Section 13.06.200.C.4 below.

a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.



4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit, consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

5. District use table.

<b>Uses <u>4</u></b>	<b>T</b>	<b>C-1</b>	<b>C-21</b>	<b>PDB</b>	<b>Additional Regulations <u>2, 3, 4</u> (also see footnotes at bottom of table)</b>
Adult family home	P	P	P	P	See definition for bed limit.
Adult retail and entertainment	N	N	N	N	Prohibited except as provided for in Section 13.06.525.
Agricultural uses	CU	CU	CU	CU	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. Livestock is not allowed.
Eating and drinking	N	P/CU	P	P*/CU*	In the C-1 and PDB districts, restaurants are permitted outright while drinking establishments require a conditional use permit. See Section 13.06.700.E for the definitions of restaurants and drinking establishments. In the C-2 district, live entertainment is limited to that consistent with either a Class “B” or Class “C” Cabaret license as designated in Chapter 6B.70. In all other districts, live entertainment is limited to that consistent with a Class “C” cabaret license as designated in Section 6B.70. *Limited to 7,000 square feet of floor area, per business, in the HM, <a href="#">JBLM Airport Compatibility Overlay District</a> and PDB Districts
Office	P	P	P	P	*Limited to 7,000 square feet of floor area, per business, in the HM, <a href="#">JBLM Airport Compatibility Overlay District</a> and PDB Districts
Retail	N	P	P/CU~	P*	~A conditional use permit is required for retail uses exceeding 45,000 square feet within the C-2 District. See Section 13.06.640. *Limited to 7,000 square feet of floor area, per business, in the HM, <a href="#">JBLM Airport Compatibility Overlay District</a> and PDB Districts
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Uses not prohibited by City Charter and not prohibited herein	N	N	N	N	

Uses <u>4</u>	T	C-1	C-21	PDB	Additional Regulations <u>2, 3, 4</u> (also see footnotes at bottom of table)
<b>Footnotes:</b>					
1. Designated Pedestrian Streets – For segments here noted, additional use limitations apply to areas within C-2 Commercial District zoning to ensure continuation of development patterns in certain areas that enhance opportunities for pedestrian-based commerce. North 30th Street from 200 feet east of the Starr Street centerline to 190 feet west of the Steele Street centerline: street level uses are limited to retail, personal services, eating and drinking, and customer service offices.					
2. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.					
3. Commercial shipping containers shall not be an allowed type of accessory building in any commercial zoning district. Such storage containers may be allowed as a temporary use, subject to the limitations and standards in Section 13.06.635.					
<u>4. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</u>					

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D. Building envelope standards.

	T	C-1	C-2	PDB
Minimum Lot Area	0 non-residential; 1,500 square feet per residential unit	0	0	0
Minimum Lot Width	0	0	0	0
Maximum Building Coverage – applies to single-use multi-family residential development only	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4-L District	None non-residential; Residential maximum building coverage in accordance with the R-4 District	None non-residential; Residential maximum building coverage in accordance with the R-4 District
Minimum Front Setback	In all districts listed above, 0 feet, unless abutting a residential zoning, then equal to the residential zoning district for the first 100 feet from that side. Maximum setbacks (Section 13.06.200.E) supersede this requirement where applicable. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			

	T	C-1	C-2	PDB
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502. Animal sales and service: shall be setback from residential uses or residential zoning district boundaries at least 20 feet.			
Maximum Setback from Designated Streets	See Section 13.06.200.E for application with any district listed above on designated segments of North 30th Street and 6th Avenue. Residential development shall meet the Build-to Area standard in 13.06.100.D.6.			
Maximum Height Limit	35 feet	35 feet	45 feet	45 feet
	Height will be measured consistent with Building Code, Height of Building, unless a View Sensitive Overlay District applies. Height may be further restricted in View-Sensitive Overlay Districts, per Section 13.06.555. Certain specified uses and structures are allowed to extend above height limits, per Section 13.06.602.			
Maximum Floor Area	20,000 square feet per building	30,000 square feet per building	45,000 square feet per business for retail uses, unless approved with a conditional use permit. See Section 13.06.640.	7,000 square feet per business for eating and drinking, retail and personal services uses
<u>JBLM Airport Compatibility Overlay District</u>	<u>Within the JBLM Airport Compatibility Overlay District, see the provisions of TMC 13.06.585, including specific square footage limitations for certain uses.</u>			
Minimum Usable Yard Space – applies to single-use residential development only	Minimum usable yard space shall be provided in accordance with the residential building type requirements in 13.06.100.D.7. Duplex/triplex dwellings shall provide usable yard space in accordance with the R-3, R-4-L, R-4 and R-5 Districts.			

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### 13.06.400 Industrial Districts.

The 400 series contains regulations for all industrial classifications, including the following:

- M-1 Light Industrial District
- M-2 Heavy Industrial District
- PMI Port Maritime & Industrial District

#### A. Industrial district purposes.

The specific purposes of the Industrial districts are to:

1. Implement goals and policies of the City’s Comprehensive Plan.
2. Implement Growth Management Act goals, county-wide planning policies, and multi-county planning policies.
3. Create a variety of industrial settings matching scale and intensity of use to location.
4. Provide for predictability in the expectations for development projects.

#### B. Districts established.

- M-1 Light Industrial District
- M-2 Heavy Industrial District
- PMI Port Maritime & Industrial District

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#### C. Land use requirements.

1. Applicability. The following tables compose the land use regulations for all districts of Section 13.06.400. All portions of Section 13.06.400 and applicable portions of Section 13.06.500 apply to all new development of any land use variety, including additions and remodels. Explicit exceptions or modifications are noted. When portions of this section are in conflict with other portions of Chapter 13.06, the more restrictive shall apply.

2. Pedestrian streets designated. Figure 7 of the Comprehensive Plan designates Corridors that are considered key streets for integrating land use and transportation and achieving the goals of the Urban Form and Design and Development Elements. These Corridors are herein referred to as “Pedestrian Streets.” The designation entails modified design requirements to improve building orientation, definition of the public realm, and pedestrian connectivity.

3. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

Use classifications not listed in this section or provided for in Section 13.06.500 are prohibited, unless permitted via Section 13.05.030.E.

[a. Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.](#)

#### 4. Use table abbreviations.

P	=	Permitted use in this district.
CU	=	Conditional use in this district. Requires conditional use permit consistent with the criteria and procedures of Section 13.06.640.
TU	=	Temporary Uses allowed in this district subject to specified provisions and consistent with the criteria and procedures of Section 13.06.635.
N	=	Prohibited use in this district.

#### 5. District use table.

Uses <sup>2</sup>	M-1	M-2	PMI	Additional Regulations <sup>1,2</sup>
Adult family home	P/N*	N	N	In M-1 districts, permitted only within residential or institutional buildings in existence on December 31, 2008, the effective date of adoption of this provision, or when located within a mixed-use building where a minimum of 1/3 of the building is devoted to industrial or commercial use.  *Not permitted within the South Tacoma M/IC Overlay District See Section 13.06.535.
Adult retail and entertainment	P	P	P	Subject to development standards contained in Section 13.06.525.
Agricultural uses	CU	CU/N*	CU/N*	Such uses shall not be located on a parcel of land containing less than 20,000 square feet of area. *Per Ordinance No. 28470, on an interim basis, such uses are not permitted within the Port of Tacoma M/IC. See 13.06.400.G.
Eating and drinking	P	P	P	*Limited to 7,000 square feet of floor area, per business, in the HM, <a href="#">JBLM Airport Compatibility Overlay District</a> and PDB Districts.
Office	P*	P*	P	*Within the South Tacoma M/IC Overlay District, unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. *Limited to 7,000 square feet of floor area, per business, in the HM, <a href="#">JBLM Airport Compatibility Overlay District</a> and PDB Districts
Retail	P~	P~	P*	*Limited to 7,000 square feet of floor area, per development site, in the PMI District, and <a href="#">JBLM Airport Compatibility Overlay District</a> . ~Within the South Tacoma M/IC Overlay District, and within the M-2 District of the Port of Tacoma M/IC on an interim basis per Ordinance No. 28470 (see 13.06.400.G.), unless an accessory use, limited to 10,000 square feet of floor area per development site in the M-2 district and 15,000 square feet in the M-1 district. Outside of the South Tacoma M/IC Overlay District and Port of Tacoma M/IC, limited to 65,000 square feet per use, unless approved with a conditional use permit. See Section 13.06.640.
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Uses not prohibited by City Charter and not prohibited herein	N	N	N	

Uses <sup>2</sup>	M-1	M-2	PMI	Additional Regulations <sup>1,2</sup>
<b>Footnotes:</b>				
1. For historic structures and sites, certain uses that are otherwise prohibited may be allowed, subject to the approval of a conditional use permit. See Section 13.06.640 for additional details, limitations and requirements.				
2. <u>Within the JBLM Airport Compatibility Overlay District, the land use and development standards of this section are modified as specified in TMC 13.06.585 which shall prevail in the case of any conflict.</u>				

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D. Building envelope standards.

	M-1	M-2	PMI
Minimum Lot Area	N/A	N/A	N/A
Minimum Lot Width	N/A	N/A	N/A
Maximum Lot Coverage	None	None	None
Minimum Front Setback	In all districts listed above, 0 feet, unless: <ul style="list-style-type: none"> <li>Created by requirements in Section 13.06.502; or</li> <li>Abutting a dwelling district, then equal to the dwelling district setback for the first 100 feet from that side.</li> </ul> The above setback requirements may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Side Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Minimum Rear Setback	In all districts listed above, 0 feet, unless created by requirements in Section 13.06.502, which may be waived if demonstration is made that a 20-foot vertical grade between the properties offers comparable protection.		
Maximum Height Limit	75 feet	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.	100 feet, unless such building or structure is set back on all sides one foot for each four feet such building or structure exceeds 100 feet in height.
Maximum Height Exceptions	Certain specified uses and structures are allowed to extend above height limits, per Sections 13.06.602.A.2 and 13.06.545.		

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**13.06.535 Special needs housing.**

A. Intent. It is found and declared that special needs housing facilities are essential public facilities which provide a needed community service. It is also recognized that these types of facilities often need to be located in residential neighborhoods. Thus, in order to protect the established character of existing residential neighborhoods, the public interest dictates that these facilities be subject to certain restrictions. The intent of these regulations is to minimize concentrations of certain types of facilities, mitigate incompatibilities between dissimilar uses, preserve the intended character and intensity of the City's residential neighborhoods, and to promote the public health, safety, and general welfare.

B. Use Requirements. The following use table designates all permitted, limited, and prohibited uses in the districts listed.

1. Within the JBLM Airport Compatibility Overlay District, maximum occupancy shall be limited to six residents.

<b>Special Needs Housing – Use Table</b> (P = Permitted Outright, CU = Conditional Use Permit Required, N = Not Permitted) *Note: See Subsection C, below, for additional siting restrictions **Note: The residency limitations indicated in this use table apply to the number of residents housed at a facility, exclusive of any support or care staff. Where specific residency limitations are provided in the definition of the use, the size information herein is provided for reference only.						
	Size (number of residents)	R-1, R-2, R-2SRD, HMR-SRD, NRX	R-3	R-4-L, R-4, R-5, PRD, URX, RCX, NCX, T, C-1, HM, HMX, PDB	UCX, CCX, CIX, C-2, M-1, DCC, DMU, DR, WR	M-2, PMI
Emergency and Transitional Housing	Limit 6	N	N	CU	P	N
Emergency and Transitional Housing	7-15	N	N	CU	P	N
Emergency and Transitional Housing	16 or more	N	N	CU	P	N
Confidential Shelter, Adult Family Home, Staffed Residential Home	Limit 6	P	P	P	P	N
Confidential Shelter, Extended Care Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth	7-15	N	P	P	P	N
Confidential Shelter, Residential Chemical Dependency Treatment Facility, Extended Care Facility, Intermediate Care Facility, Continuing Care Retirement Community, Retirement Home, Residential Care Facility for Youth	16 or more	N	N	P	P	N

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**13.06.545 Wireless communication facilities.**

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E. Wireless communication towers and facilities use category.

1. Wireless communication towers or wireless communication facilities. Wireless communication towers or wireless communication facilities use type refers to facilities used in the transmission of information by wire, radio, optical

cable, electromagnetic, or other similar means. These types of facilities also include central office switching units, remote switching units, telecommunications radio relay stations, and ground level equipment structures.

Level 1: Modification of an existing wireless tower. This may include the complete replacement of an existing wireless communication tower or antenna support structure to its existing height or modifications to accommodate collocation or the installation of a concealed antenna. Such modifications are limited to a cumulative increase in height and/or width from the originally permitted facility, as specified in the criteria pertaining to substantial changes as set forth in subsection 13.06.545.G.8. Level 1 also includes an antenna attached to the sides of a building, an existing tower, water tank, or a similar structure. This level is limited to the following types of antenna(s): an omni-directional or whip antenna no more than seven inches in diameter and extending no more than 16 feet above the structure to which it is attached; a panel antenna no more than 16 square feet in total area per panel and extending above the structure to which it is attached by no more than 16 feet; or a parabolic dish no greater than three feet in diameter per dish and extending no more than 16 feet above the structure to which it is attached.

Level 2: Wireless communication towers with associated antennas or dishes to a height of 60 feet, as well as building or structure-mounted antennae that exceed the associated limitations of Level 1 facilities outlined above.

Level 3: Wireless communication towers with associated antennas or dishes over 60 feet in height and not exceeding 140 feet in height.

Level 4: Wireless communication towers with associated antennas or dishes over 140 feet in height.

Wireless Facility Use Category	Zoning District Classifications <sup>4</sup>			
	R-1; R-2; R-2SRD; R-3; R-4; R-4-L; R-5; T; HMX; DR; NRX	PDB; C-1; C-2, NCX; CCX; RCX; URX; UCX; DCC; DMU; WR	CIX; M-1	M-2; PMI
Level 1	A <sup>1, 3</sup>	A	A	A
Level 2	C <sup>3</sup>	C <sup>2</sup>	A	A
Level 3	C <sup>3</sup>	C	C	A
Level 4	C <sup>3</sup>	C	C	C

**Symbols:**  
A - Allowed with administrative review  
C - Allowed only with approval of a Conditional Use Permit

**Footnotes:**  
1 - Permitted on public facility sites, subject to administrative review and building permit.  
2 - Allowed 16 feet above underlying zoning district height limit, except in the C-1, C-2, and NCX Districts.  
3 - New wireless communication towers and antennas prohibited in R-1, R-2, R-2SRD, and R-3 Districts, except on public or quasi-public property developed with existing public or quasi-public facilities and properties developed with existing wireless communication facilities.

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**NOTE: The IPS Committee has recommended a wording change to A.2.a – See Exhibit A.**

**13.06.585 Airport Compatibility Overlay District**

A. Purpose: The purpose and intent of the Airport Compatibility Overlay District is to increase safety within the Joint Base Lewis McChord (JBLM) Accident Potential Zone II (APZ II), specifically as follows.

1. Prevent development conditions that could interfere with aircraft operations or increase the likelihood of an accident.

2. Reduce risk to life and property in the incidence of a crash, through the following strategies.

a. Prevent increases in densities and congregations of people which are incompatible with the APZ II designation, including the specific density threshold goal of 50 persons per acre maximum.



b. Prevent development that presents a higher risk in the incidence of a crash due to explosive or flammable characteristics.

3. Implement the City’s policies calling for collaboration and compatibility with JBLM Airfield.

4. Increase knowledge of aircraft accident risks in order to inform public and private decision-making.

5. Recognize existing uses and avoid undue impacts to residents, property owners, businesses and institutions.

B. Scope and Applicability: The Overlay District applies to an approximately 200-acre area located in South Tacoma corresponding with the JBLM Accident Potential Zone II (APZ II).

C. Definitions.

1. Joint Base Lewis McChord (JBLM) Joint Land Use Study: A collaborative process among local, state, and regional jurisdictions; the public; federal, state, and regional agencies; and military installations within the South Puget Sound region that presents recommendations for consideration by local and state governments that promote development compatible with military presence and protecting public health, safety, and welfare while also protecting the ability of the military to accomplish its vital training and operational missions presently and over the long-term.

2. JBLM Accident Potential Zone II (APZ II): Clear Zones and Accident Potential Zones (APZs) are areas where the potential for aircraft accidents has been identified through the Air Installation Compatible Use Zone (AICUZ) program of the U.S. Air Force. The APZ II designation has a lower accident potential than either the Clear Zone or APZ I, but still is considered high enough to warrant land use restrictions to promote public safety.

D. General provisions

1. Proposed zoning changes and Conditional Use Permit applications, or major modifications to previously approved rezones and CUPs, shall demonstrate consistency with the intent of the Overlay District. If approved, such applications shall be conditioned to record Notice on Title acknowledging the presence and restrictions of the Overlay District.

2. For parcels located partially within the Airport Compatibility Overlay District, only that portion within the Overlay District shall be subject to these provisions.

E. Land Uses

1. The land use standards of the underlying zoning districts apply within the Overlay District, except that the following land uses are Prohibited.

<b><u>PROHIBITED LAND USES WITHIN THE JBLM AIRPORT COMPATIBILITY OVERLAY DISTRICT</u></b>
<u>a. Residential uses: The following residential uses are prohibited.</u>
<u>Special Needs Housing with more than six residents</u> <u>Two-family, three-family, townhouse, group housing, multifamily, mobile home, student housing, mixed-use, or other development incorporating more than one dwelling unit</u>
<u>b. Non-residential uses: The following non-residential uses are prohibited.</u>
<u>Airports</u> <u>Assembly facilities</u> <u>Brewpubs</u> <u>Carnivals</u> <u>Commercial recreation and entertainment</u> <u>Correctional facilities</u>

Cultural institutions

Day care centers with more than twelve children

Detention facilities

Heliports

Hospitals

Hotels/motels

Industry, heavy

Parks, recreation and open space uses identified in TMC 13.06.560.C.1 as requiring a Conditional Use Permit

Public assembly

Religious assembly

Schools

Theaters

2. Existing residential uses. Lawfully existing residential uses (at the time of Overlay District adoption) which do not meet the provisions of the Overlay District are Permitted, and may be modified or expanded provided there is no increase in the number of dwellings.

3. Existing non-residential uses. Non-residential lawfully existing uses (at the time of Overlay District adoption) which are Prohibited under the Overlay District are Non-conforming, and subject to the following limitations.

a. Minor modifications under TMC 13.05.080 are allowed to existing discretionary land uses; however, Major Modifications must come into compliance with the Overlay District for approval.

#### F. Development Standards

1. The following characteristics, when proposed as part of any development, are not allowed in the Overlay District.

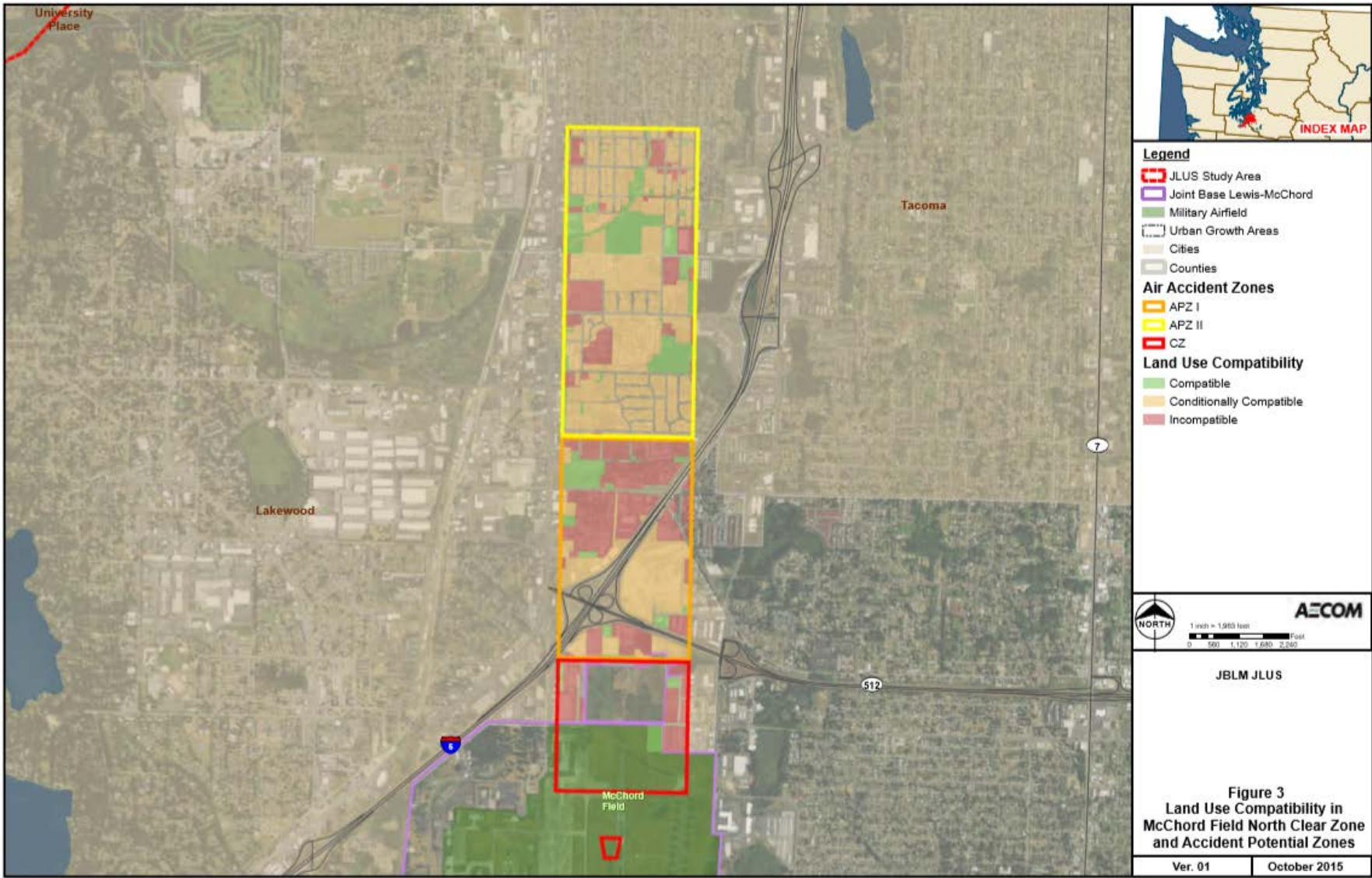
a. Generation of air pollution, electronic interference or glare that could negatively affect pilots or aircraft.

b. Structures taller than permitted outright in the base zoning districts (i.e., no height variances).

c. Manufacturing or processing of apparel, chemicals, petroleum, rubber or plastic.

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# Joint Base Lewis-McChord: Accident Potential Zone II Proposed Airport Compatibility Overlay District

